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REPORT NO.

TOPIC Staaken Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

25 June to 7 August 1953

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1. Between 25 June and 7 July 1953, local flights were made by Li-2s, Po-2s and Il-12s at Staaken airfield. Aircraft observed at the field included 4 Li-2s, 2 Il-12s, 2 Tu-2s and 3 Yak-14s on 29 June and 2 Li-2s, 2 Il-12s and 3 Yak-14s on 4 July. Motor vehicles [redacted] and [redacted] were observed entering and leaving the field.

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2. On 25 July, source passed along the field by train and observed that 3 fuel containers had been dug in at the field and that 2 biplanes were parked in front of the hangars.
3. On 25 July, source observed while passing along the field that there were no aircraft parked on the field and that there were twin-engine aircraft parked only in four hangars.
4. On 31 July, a truck loaded, with billeting and other equipment, was parked northeast of Dallgow in the vicinity of the field. This is the same place where the Adcock DF station of Staaken airfield and a temporary building were previously located. The radio truck which had also been previously located there was also removed. EM were engaged in burning timber and paper.
5. A German who regularly entered the field stated that he was not allowed admittance on 1 August and that the field was allegedly to be blocked for an undetermined period.
6. At 8:30 a.m. on 7 August, 5 Po-2s, 3 Li-2s and 2 Yak-14s were counted at the field. The interpreter at the field made the arrangements for railroad cars which were to be made available. An employee at the field stated that the transfer to Schoenefeld was allegedly intended to be effected up by 15 August. Source learned from Captain Malkov (fmu) that the DF station in Dallgow was removed.
7. On 29 July, source observed from the train that 3 Li-2s and 1 Yak-14 were parked north of the hangars. At 5:30 a.m. on 31 July, 2 Yak-14s were observed in front of the hangars and at 6 p.m. 3 Li-2s and 1 Yak-14 were also seen there. On 1 August, the searchlights and the radio installation, with one mast, previously located about 1 km west of the field, were removed. At 6:30 p.m.

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on 3 August, 3 Li-2s were parked in front of the hangars. Five fuel containers were dug out, at the fuel dump, between the landing field and the railroad line.

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8. On 3 August, the DF installations west of the field were removed. Five dug-out fuel containers were observed at the fuel dump on the northern edge of the field.¹
9. Twelve low-wing monoplanes, probably Il-10s, [redacted] were parked at the southern edge of the field. The aircraft had blue upper edges on their rudder assemblies and white propeller hubs. There was no air activity except for the take-off by a twin-engine aircraft at 8:20 p.m.²

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25X1A 1. [redacted] Comment. These observations which indicate that the transport unit from Staaken airfield was transferred were confirmed by another report.

25X1A [redacted]. According to reference report, the unit transferred to Schoenefeld between 7 and 9 August 1953. Major Malkov is the accountant of the transport unit.

25X1A 2. [redacted] Comment. The Il-10s observed at the field are probably stationed only temporarily there. According to their tactical symbols, they belong to the ground attack regiment in Reinedorf.

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